Department of Transportation
Project No. 135-325
Rehabilitation of Bridge No. 00037
City of Stamford

September 14, 2015 at 7:00 P.M.
Stamford Government Center Cafeteria
888 Washington Boulevard
Stamford, Connecticut

Minutes

Present:

From the Department: Theodore D. Nezames, Timothy D. Fields, Louis D. Bacho and Lesgie M. Ruiz

From CJM: Tom Ryan and Sal Cugno

Presentation:

Project handouts and a sign-in sheet were provided at the entrance for all those attending. There were approximately 25 people attending including local officials and the public. The presentation was started promptly at 7:00 PM by Mr. Louis Casolo (City Engineer) with a welcoming statement and an introduction of the project and self-introductions of the personnel immediately involved. Ms. Lesgie Ruiz followed with a brief explanation of the project and CTDOT's role. She then handed the presentation to Mr. Sal Cugno.

Mr. Cugno then proceeded to present the needs for the project, the existing conditions of the bridge and approaching roadways, as well as the proposed design and the associated impacts.

The major points of the design presented are as follows:

- Existing bridge is in poor condition due to the concrete deck and steel beams.
- Existing road is adequate and has ADT of 16,900 vehicles (2014 ADT). The existing curb to curb with is 60 ft. and will be increased to 65 ft.
- Proposed superstructure consists of new steel beams and concrete deck.
- Replacement of the superstructure will be accomplished utilizing a one weekend detour of Route 1 and new temporary bypass lanes for I-95.
- Construction is anticipated to begin in the spring of 2017 and be completed in the fall of 2018.
- There are existing overhead and underground utilities that will require relocation and support during construction.

Mr. Cugno ended the presentation by providing the estimated cost of the project of $19,000,000 and the projected schedule as delineated above.

The presentation was concluded and Mr. Cugno opened the floor for a questions and answer period.

Public Comments and Questions: The majority of the comments concerned the detour and its impacts.

The main questions were as follows:

- A resident asked when the detour will be implemented and for how long?

  Response: It is anticipated that the detour will be implemented late during construction and only for one weekend. Mr. Cugno indicated that there will be a substantial amount of work necessary to build the superstructures in the infield area addition to building a temporary utility bridge for relocating utilities carried by the bridge. It is anticipated that the detour will be implemented in the summer or fall of 2018.

- Various residents expressed concern with detouring traffic through Courtland Avenue since it is very narrow.

  Response: The Department has an ongoing project to reconstruct Courtland Avenue to improve traffic flow. The project is scheduled to be advertised for construction this year and will be completed prior to this project.

- A resident proposed using Blachley Avenue and Courtland Circle as a better detour with less impact to residents.

  Response: The Department had looked at available roads and chose the shortest available detour. Mr. Cugno indicated they would revisit the possible detour routes. After the meeting, CJM has investigated the roads mentioned and determined utilizing Courtland Circle is not an option as it does not connect with Seaside Avenue.

- Various residents expressed concern with having the Courtland Avenue project along with this project, and the Noroton River bridge project occurring simultaneously.

  Response: Mr. Cugno indicated that there will be language in the contract requiring the contractor to coordinate his activities with ongoing projects within a mile from each other. Mr. Bacho indicated that through traffic is maintained during construction in the Noroton River Project. This project is for one weekend only and normally a contractor would not be working on the weekend on that project.

- A resident expressed concerns about interruption of utility services during relocation of the utilities on the temporary bridge.

  Response: Mr. Cugno indicated that normally gas and water receive live taps when being relocated and disruption to services should be minimal, if any.

- A resident asked about providing a barrier or protection preventing falls from the bridge to
  I-95 below.

  Response: Mr. Cugno pointed out on the plans that the parapets of the bridge will receive a permanent 7 ft. high protective fence including a curved top.

- A resident asked about access to I-95 at the site during the weekend detour.

  Response: The ramps to I-95 adjacent to the bridge will be closed for that weekend only and access to I-95 will be from the ramps north or south from the bridge location

- A resident asked about pedestrian traffic during the weekend shutdown.

  Response: Mr. Cugno indicated that, if required, it could possibly be provided on the temporary utility crossing to the north of the bridge. After the meeting and upon further analysis, it was determined that providing pedestrian access on the temporary utility crossing would not be feasible for a weekend only as the detour route is very short and pedestrians.

- Mr. Casolo of the Engineering Department requested that geometric improvements be made on the curved portions of the detour on Hamilton Avenue.

  Response: Mr. Cugno indicated that it is required that the contractor take inventory of the local roads of any detour and anything damaged by the detour traffic would be repaired to pre-detour existing conditions, geometric improvements would not be feasible by the Department on a local road. At this point, the detour is traversable as presented.

- A resident asked how many bridges are in the State and how a bridge becomes eligible for repairs.

  Response: Mr. Cugno indicated there are about 5,000 bridges in the state. Mr. Bacho corrected him and said there are about 6,000 bridges. Mr. Cugno then proceeded to explain about the biennial inspections and the major component rating factors developed by FHWA. When a bridge receives an overall condition of 4 (poor), it is sent to the Bridge Unit for rehabilitation.

Adjournment: The meeting was adjourned at approximately 8:45 PM.